Gym and Fitness Training Studio
(RE-BOOT FITNESS)
CHANGE OF USE APPLICATION

18 Scarborough Beach Road, North Perth

Car Parking Assessment – V3

Prepared for: Re-Boot Fitness
.

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1. INTRODUCTION

Move Consultants has been commissioned to prepare a Car Parking Assessment for a retro-active approval for the existing Re-Boot Fitness Studio located within the existing tenancies at 18 Scarborough Beach Road, North Perth in the City of Vincent's *Planning Policy 7.71: Parking and Access* and the WAPC *Transport Impact Assessment Guidelines – Vol. 4: Individual Developments* as well as in the context of documented car parking demand surveys within the existing on-street supply in close proximity to the site. This update reflects correction of the on-street car parking supply surveyed.

The site is located at the south-west corner of north-east corner of Scarborough Beach Road and Sydney Street, with the subject tenancy fronting to both roads. The subject site is immediately west of the existing McDonalds restaurant and BP Service Station located within the north-western corner of the signalised intersection of Charles Street/Scarborough Beach Road. The subject site is shown in Figure 1. The site is located approximately 900m due north-west of the North Perth Town Centre and is located within an established mixed-use area with high quality transport links and a walkable catchment.

Figure 1 – Local Context

The location of the site in a metropolitan context is shown in Figure 2.

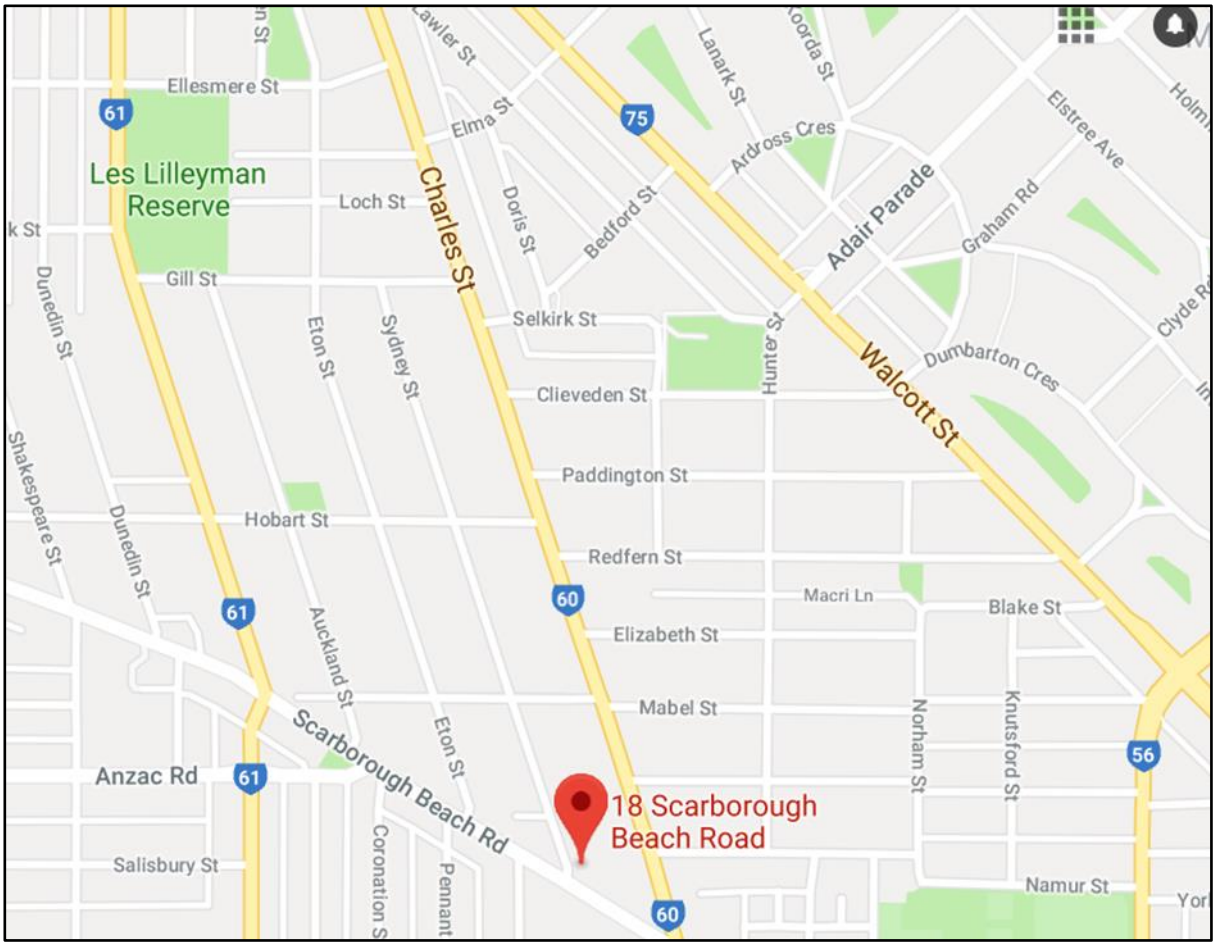


Figure 2: Metropolitan Context

The proposal consists of the refitting of an existing previous tenancy at 18 Scarborough Beach Road, North Perth to accommodate a small-format fitness facility (gym) which caters to a limited clientele of up 35 members with demand for small format fitness classes and personal training of a maximum of 20 patrons and 3 staff members at any one time. The tenancy was previously used for showroom uses. A copy of the proposed site plan is attached in in **Appendix A**.

A detailed site visit and car parking demand surveys were conducted during the week of 26th February and 5th March 2018 to quantify the existing car parking availability in close proximity to the site along both Sydney Street and Scarborough Beach Road.

1.1 SCOPE OF ASSESSMENT

This report has been prepared in accordance with the Western Australian Planning Commission's *Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments* (2016) and reflects the car parking demand assessment methodology required to be addressed as part of the Change of Use application..

Specifically, this report aims to assess the impacts of the potential car parking demands of the proposal on the existing on-street supply in close proximity to the site during peak demand periods and how this demand would impact on other legitimate competing demands within the area. Further to the collection of car parking demand

data, the assessment considers the existing City of Vincent Council policy in the context of a proposed car parking concession associated with the proposal.

2. EXISTING MOVEMENT NETWORK

2.2 ROAD INFRASTRUCTURE

Scarborough Beach Road, running along the north-western boundary of the subject tenancy, has been designated as a *District Distributor A under* the MRWA *Functional Road Hierarchy* and is defined as a road which *"…carries traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These roads are likely to be truck routes and provide only limited access to adjoining property and are managed by Local Governmen*t. It carries in the order of 11,300 vpd (MRWA, 2016) and operates under a speed limit of 60kph. It is owned, operated and maintained by the City of Vincent to the north-west of the site. It has been constructed as an undivided dual carriageway in the vicinity of the site with on-road cycle lanes on both sides of the road. Indented on-street car parking is in place primarily on the southern side of Scarborough Beach Road with up to three (3) bays located on the north side between Sydney Street and Charles Street immediately abutting the site and approximately eight (8) located on the south side between Charles Street to the east and Hardy Street to the west.

Charles Street is located to the east of the site and runs in a north-south direction connecting Wanneroo Road to the north with the Perth CBD via Northbridge and the Kwinana Freeway to the south. It has been designated as a *Primary Distributor* road under the MRWA Functional Road Hierarchy and is defined as a road which *"…provides for major regional and inter-regional traffic movement and carry large volumes of generally fast-moving traffic. Some are strategic freight routes, and all are National or State roads and are managed by Main Roads."* It carries in the order of 28,000 vpd (MRWA, 2016) and operates under a speed limit of 60kph. It is owned, operated and maintained by Main Roads Western Australia and has been constructed as a dual divided carriageway to the east of the site.

Sydney Street, along the western boundary of the site, has been designated as an *Access Road* under the MRWA Functional Road Hierarchy and provides local access to the community within the north-western quadrant of the Charles Street/Scarborough Beach Road intersection as well as direct access to the tenancies located at 18 Scarborough Beach Road, including the subject tenancy. It has been constructed as a single undivided carriageway in the vicinity of the proposal with footpaths on both sides of the road. It operates under a speed limit of 50kph and is owned, operated and maintained by the City of Vincent. On-street car parking is permitted on both sides of the street immediately adjacent to and opposite the subject proposal with approximately 13 bays located between the T-intersection with Scarborough Beach Road and the speed hump located between 5 and 6 Sydney Street to the north.

An extract from the MRWA's *Functional Road Hierarchy* is shown in Figure 3.

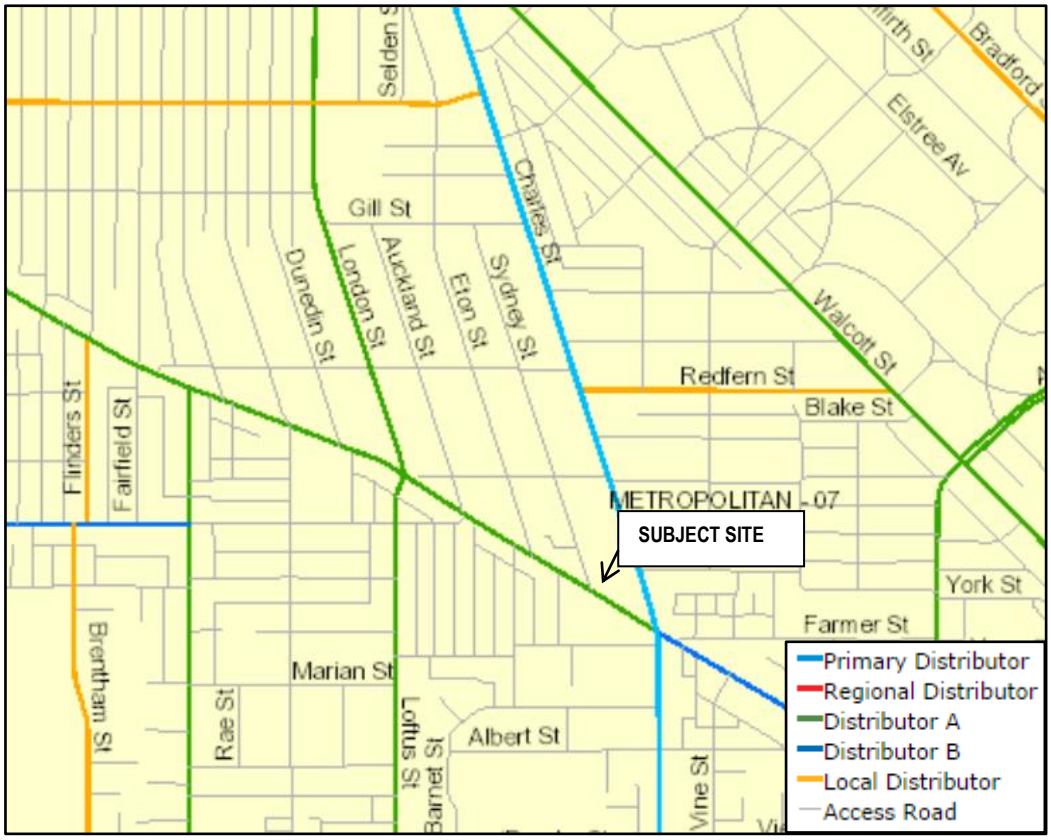


Figure 3 – MRWA Functional Road Hierarchy

2.3 PEDESTRIAN AND CYCLING INFRASTRUCTURE

There are on-road cycle lanes on both sides of Scarborough Beach Road adjacent to the southern boundary of the proposal. Footpaths are in place on both sides of Scarborough Beach Road and Charles Street as well as on Sydney Street adjacent to the western boundary of the site.

Figure 4 shows the existing pedestrian and cycling infrastructure in the vicinity of the site.

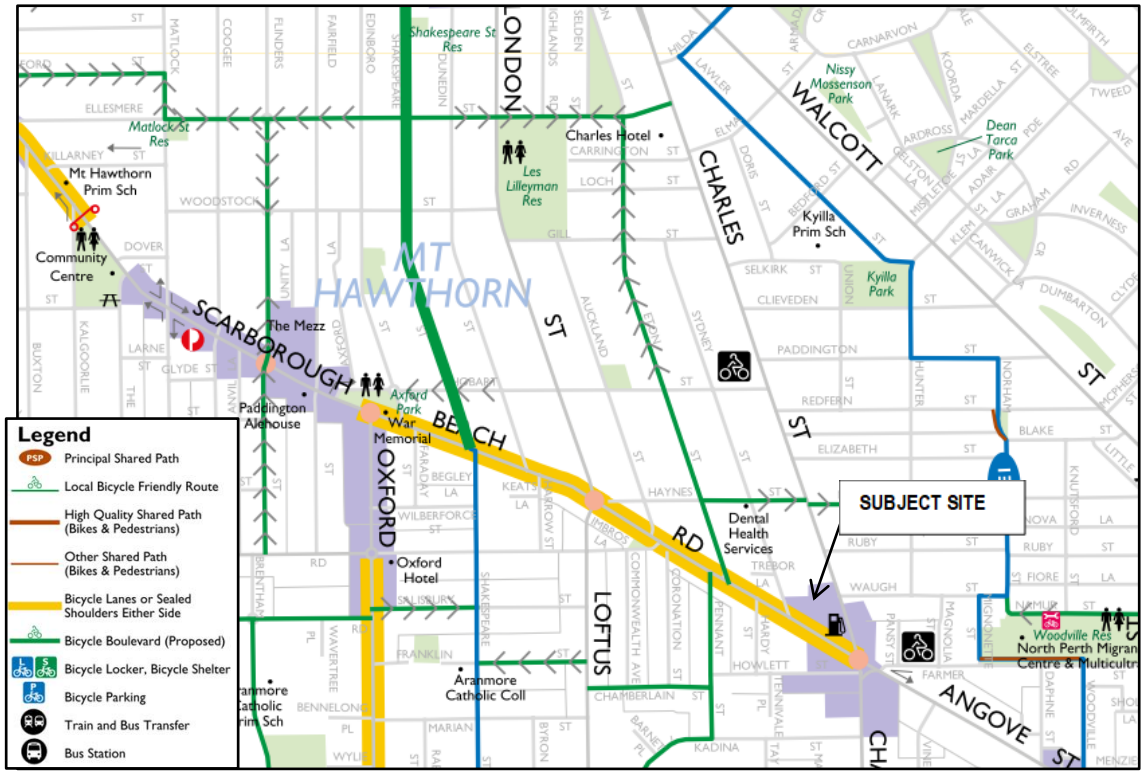


Figure 4: Pedestrian and Cycling Infrastructure

2.4 PUBLIC TRANSPORT INFRASTRUCTURE

The closest bus stops are in place to the north of the site on either side of Scarborough Beach Road to the south and Charles Street to the east providing direct and frequent service to the north-western suburbs and the Perth CBD, respectively. Bus services along these routes run line haul services with frequencies of approximately 5 to 10-minute services during the roadway and midday peak periods with 10- to 15-minute services during the midday and early evening peak periods and weekends. Figure 5 shows the public transport infrastructure in the vicinity of the site.

Figure 5: Public Transport Infrastructure

3. CHANGE OF USE PROPOSAL

3.1 PROPOSED ACTIVITY, ACCESS AND CAR PARKING

The Change of Use Application consists of the proposed change of use of an existing tenancy located at 18 Scarborough Beach Road, North Perth in the City of Vincent from showroom uses to a small-format gym and fitness studio/ personal training facility to cater for up to a maximum of 35 members. It should be noted that membership at the studio is capped. The Re-Boot Fitness Studio has been operating since 2017 at this location and is currently operating at 100% capacity. A retroactive Change of Use approval has now been sought through the City of Vincent who have engaged directly with the owner/operator. A site plan for the proposal is attached in in Appendix A.

No dedicated vehicular access is proposed to cater to the proposal as current parking on the overall site at 18 Scarborough Beach Road as existing car parking supply on the currently already allocated to other tenants on the site with no visitor or public parking permitted.

Existing car parking adjacent to the subject proposal consists of three (3) on-street bays on the east side of Sydney Street and approximately eight (8) bays further north on both sides of Sydney Street between the northern boundary of the property and the speed hump located between 5 and 6 Sydney Street. Additional on-street public car parking is in place on both sides of Scarborough Beach Road with three (3) bays located along the southern boundary of the property on the north side and approximately eight (8) indented on-street bays on the south side of Scarborough Beach Road between Charles Street and Hardy Street opposite the site.

4.2 END OF TRIP FACILITIES

Secure on-site end-of-journey facilities are provided for staff in the form of secure bicycle storage and changing rooms. If requested by the City of Vincent, a double bicycle U-rail could be constructed adjacent to the tenancy to cater to cyclists accessing the site.

4. CAR PARKING ASSESSMENT

As part of the consideration of the application by the City of Vincent as part of the review of the proposed Change of Use application, it was noted that in absence of a detailed car parking assessment, a theoretical car parking supply of up to six (6) bays would be required to cater to the proposal. Discussions with Council officers indicated that confirmation of the waiving of this requirement would be favourably considered if a series of detailed car parking demand surveys were undertaken during anticipated site peak demand periods to quantify the existing surplus within the public on-street supply. The following sections outline the results of this assessment.

4.1. EXISTING CAR PARKING SUPPLY

As noted previously, the existing on-site car parking supply consists of ten (10) right-angle bays at the rear (northern edge) of the overall building at 18 Scarborough Beach Road. None of these bays will typically be available to cater to patrons of the proposal. However, there is significant on-street supply on both Scarborough Beach Road and Sydney Street to the north-west and west, respectively, within a 1-minute walk to the site.

The following on-street public indented supply was considered in the context of this assessment:

- Scarborough Beach Road – between Charles Street and Hardy Street
    - North Side – 3 bays
    - South Side – 8 bays
- Sydney Street – between Scarborough Beach Road and the speed hump located between 5 and 6 Sydney Street to the north.
    - West Side – approximately 6 bays
    - East Side – approximately 5 bays

On-street car parking on both roads is controlled by the City of Vincent with relevant signage in place allowing for 2-hour parking maximum between 8:00 a.m. and 5 p.m. Monday-Friday and between 8:00 a.m. and 12:00 p.m. on Saturday mornings in order to minimise commuter all-day parking and maximise turnover for attractors in the area such as the proposal.

The road sections surveyed are shown in Figure 6.

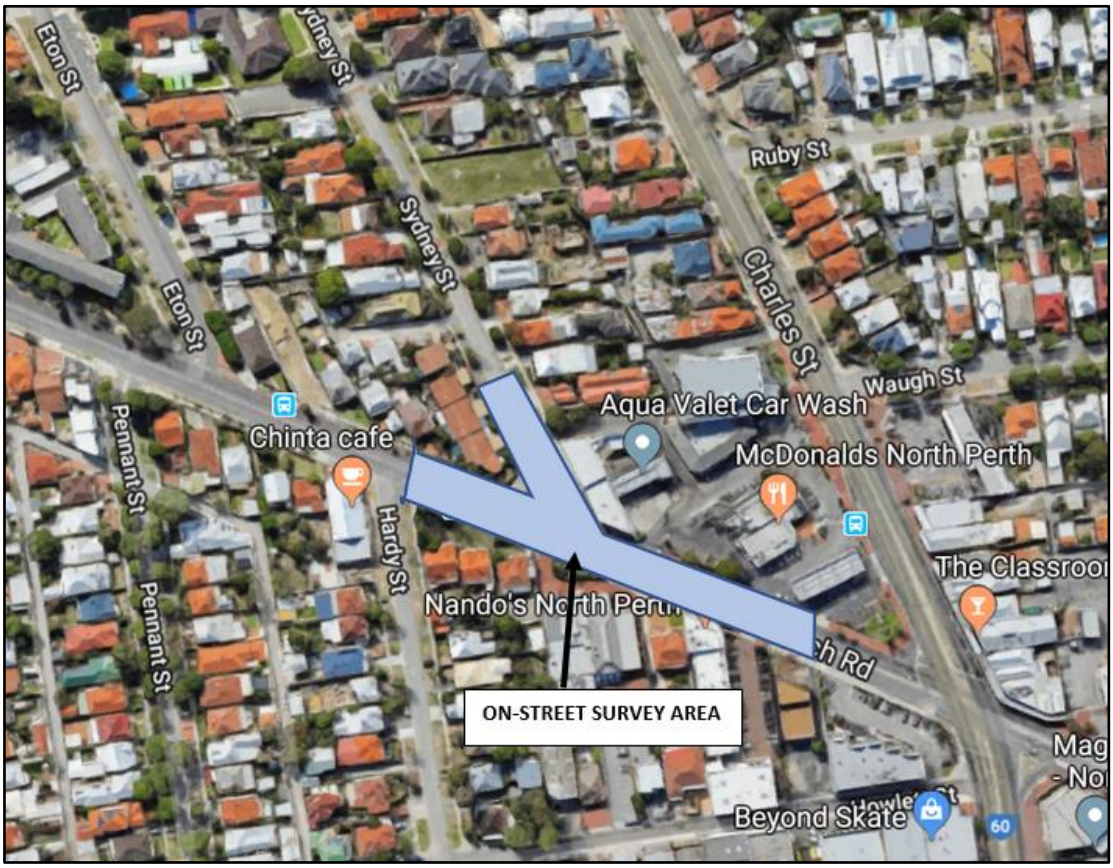


Figure 6: Location of On-Street Car Parking Surveys

The theoretical car parking requirement, according to the City's Parking and Access Policy is 6 bays after application of relevant concessions. Existing on-street car parking supply is available to cater to all legitimate and appropriate activities in the area including patrons of the proposal.

4.2. CAR PARKING SURVEYS

In addition to the review of planning instruments and policies, a detailed set of surveys was undertaken along the Scarborough Beach Road and Sydney Street road frontages adjacent to and opposite the site. These hours were selected as they were the most convenient and proximate bays to the site as well as having 'high value' to other attractors in the area.

Surveys were undertaken during the following time-periods:

- Saturday 24th February 2018
  - 8-10 a.m.
- Wednesday 28th February 2018
  - 6-8 a.m.
  - 10 a.m. -12 p.m.
  - 5-7 p.m.
- Saturday 3rd March 2018
  - 8-10 a.m.
- Wednesday 7th March 2018
  - 6-8 a.m.
  - 10 a.m. – 12 p.m.
  - 5-7 p.m.

These time periods were selected based upon a review of peak demands for car parking in the area for other uses as well as peak demand periods associated with the proposal.

The results of the surveys are outlined in Table 1.

Table 1: Results of Car Parking Surveys (Revised)

Road Link	Date	Time Period	Existing Supply	Existing Demand	Surplus
Scarborough Beach Road (Sydney St. to Charles St.)	Sat 24 February 2018	8-10 a.m.	11	5	6
	Wed 28 February 2018	6-8 a.m.	11	5	6
		10 a.m.-12 p.m.	11	7	4
		5-7 p.m.	11	4	7
	Sat 3 March 2018	8-10 a.m.	11	6	5
	Wed 7 March 2018	6-8 a.m.	11	6	5
		10 a.m.-12 p.m.	11	8	3
		5-7 p.m.	11	2	9
Sydney Street (Scarborough Beach Road to 5 and 6 Sydney Road)	Sat 24 February 2018	8-10 a.m.	11	4	7
	Wed 28 February 2018	6-8 a.m.	11	3	8
		10 a.m.-12 p.m.	11	7	4
		5-7 p.m.	11	5	6
	Sat 3 March 2018	8-10 a.m.	11	6	5
	Wed 7 March 2018	6-8 a.m.	11	4	7
		10 a.m.-12 p.m.	11	7	4
		5-7 p.m.	11	3	8

A summary of the existing total demand on both road links and the resultant surplus is shown in Table 2.

Table 2: Summary of Existing Car Parking Demand and Measured Surplus in On-Street Supply – Scarborough Beach Road and Sydney Street (Revised)

Date:	Existing Total Supply:	Maximum Demand:	Measured Existing Surplus
Sat 24 February 2018	22	9	13
Wed 28 February 2018	22	14	8
Sat 3 March 2018	22	12	10
Wed 7 March 2018	22	15	7

Based upon the results of the detailed car parking demand surveys over several days during peak demand periods for both the proposal and other activities in the area generating parking demand, the minimum available supply was quantified at 7 bays during the peak demand periods of the proposed fitness studio at 18 Scarborough Beach Road within a short walking distance of the site. It should also be noted that the demands measured during these periods actually include any parking demands associated with the Re-Boot Fitness Studio which has been operating on the site since 2017. As a result, the existing car parking demands associated with the proposal are already reflected in existing on-street car parking demands and demonstrate that there is adequate surplus within the public on-street supply to cater to not only to the proposal but also other activities in the area.

It should also be noted that a review of the documented crash history for both Scarborough Beach Road, between Charles Street and Hardy Street, and Sydney Street, north of Scarborough Beach Road indicates that for the 5-year reporting period 2012-2016 that only crash occurred involving car parking. This would indicate that any residual demand for on-street car parking in this area represents a negligible impact to the risk profile on these roads.

This demand is also reflective of the significant local custom generated by the fitness studio which has a clientele who quite frequently walk or cycle to the studio. The small format of the fitness studio and the maximum cap on membership will also ensure that car parking demands do not inflate beyond the existing surplus measured within the existing supply.

It should also be noted that the existing residential uses in the immediate vicinity of the site will not generate significant demands for on-street car parking the area during the peak demands associated with the proposal as visitor or tenant parking associated with these uses tend to peak outside roadway peak periods (evenings and weekends. This has been confirmed by the results of the surveys in particular on Sydney Street. The 2-hour maximum car parking limit during peak periods also ensures appropriate turnover of bays in order to result in efficient of this car parking for demands generated by commercial uses in the area

The results of the assessment are consistent with standard traffic engineering methodology and support the waiving of a car parking requirement for 6 bays or associated cash-in-lieu payments associated with the Change of Use Application. This position is supported by Council Policy 7.7.1: Parking and Access and is reflective of traffic engineering and car parking management best practice consistent with other inner urban suburbs within the Perth Metropolitan Area where the efficient use and turnover of public assets such as on-street car parking is used to offset the need to provide unnecessary additional on-site car parking bays.

The proposed approach to the provision of car parking associated with the proposal is also consistent with the City of Vincent's *Car Parking Strategy,* the WAPC's *Liveable Neighbourhoods Guidelines* and relevant Development Control Policies and car parking policies and guidelines issued by the Department of Transport with regard to the planning, provision and management of on- and off-street car parking to be consistent with anticipated demand, use and turnover.

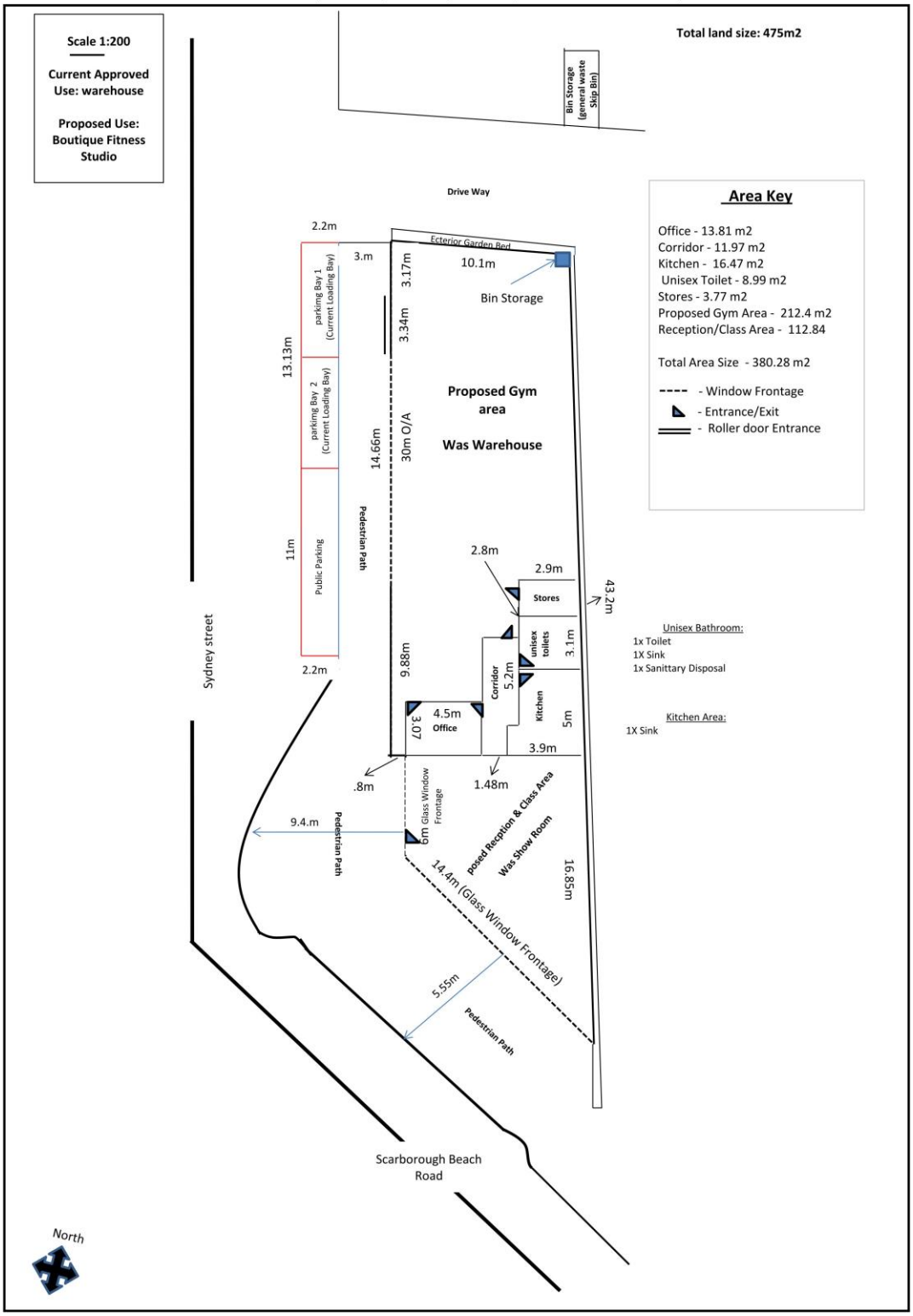
5. REVISED CONCLUSIONS

The results of the assessment are consistent with standard traffic engineering methodology and support the waiving of a car parking requirement for 6 bays or associated cash-in-lieu payments associated with the Change of Use Application. This position is supported by Council Policy 7.7.1: Parking and Access and is reflective of traffic engineering and car parking management best practice consistent with other inner urban suburbs within the Perth Metropolitan Area where the efficient use and turnover of public assets such as on-street car parking is used to offset the need to provide unnecessary additional on-site car parking bays.

The proposed approach to the provision of car parking associated with the proposal is also consistent with the City of Vincent's *Car Parking Strategy,* the WAPC's *Liveable Neighbourhoods Guidelines* and relevant Development Control Policies and car parking policies and guidelines issued by the Department of Transport with regard to the planning, provision and management of on- and off-street car parking to be consistent with anticipated demand, use and turnover.

It should also be noted that a review of the documented crash history for both Scarborough Beach Road, between Charles Street and Hardy Street, and Sydney Street, north of Scarborough Beach Road indicates that for the 5-year reporting period 2012-2016 that only crash occurred involving car parking. This would indicate that any residual demand for on-street car parking in this area represents a negligible impact to the risk profile on these roads.

It can therefore be concluded that the existing on-street car parking supply bays is appropriate and sufficient to meet expected demands associated with the development and is compliant with industry-standard practice and that the proposed concession associated with the required 6 bays is reasonable and applicable to this proposal in the context of on-site car parking and cash-in-lieu. The proposed Change of Use Application should therefore be supported from a traffic engineering perspective.

APPENDIX A: SITE PLAN

18 Scarborough Beach road
Lot Number 80 | Folio 962 | Vol: 1434 | Plan:2334 | Location Number: Swan660 |